

JAPAN ENVIRONMENTAL GOVERNING STANDARDS

TABLE 18-2 USFJ SPILL REPORT

1. This table provides minimum information which shall be contained in a spill report to USFJ.
2. IAW Japan Environmental Governing Standard (JEGS), all known or suspected pollution incidents which **meet or exceed the reportable quantity as described in Chapter 18 or any spill that goes off-base**, Service component shall report to the USFJ within 4 hours after completing the spill report, notify, in turn, either:

- [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]
- [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

(* Have Command Center notify J3 and continue to attempt to contact J42E, DJ4 or J4)

1. Reporter's Information

Reporter's Name: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b] Rank: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]
 Organization: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]
 Telephone: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b] Fax: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

2. Date and Time of Report:

(a) Date: 23 Apr 2004 (b) Time: 09:00

3. Spill/Incident Date:

(a) Date: 21 Apr 2004 (b) Time: 17:00
 (c) Weather Condition: Clear, gentle breeze (d) Location: From Bldg. 746 via Oil Water Separator (OWS) #76 and the storm water canal system to Dixon Pond, MCAS Iwakuni, Japan
 (e) Name of Materials Spilled/Involved: JP-5 (f) Total Volume of Spill: Approximately 195 gallons

(h) Brief Description of Spill/Incident: During a correlation run on a F404 engine, an additional fuel line was added by the correlation team to read pressure. The additional fuel line leaked fuel that drained directly into the catch drain located on the side of the T-10 Test Cell. The fuel volume overloaded the OWS and entered the storm water drain system.

(i) Name of Party(ies) Involved with the Spill/Incident: MCAS Iwakuni Environmental/MALS-12 Environmental

4. Countermeasure Data:

(a) Countermeasures Action Taken to Contain/Cleanup the Spill/Incident: The spill was initially contained on MCAS Iwakuni by securing the Dixon Pond Sea Gate. A light sheen escaped to MCAS Iwakuni's border with a small seepage into Iwakuni City retention pond, and possible leak beyond into the sea. Additional absorbents have been placed outside MCAS Iwakuni. Clean up and response team further contained and cleaned spill using absorbent pads, booms and vacuum tanker trucks. MCAS Iwakuni Environmental released Marine Corps cleanup personnel at 14:00L. T-10 Test Cell cleared for operation at 16:20L. MCAS Iwakuni Environmental will continue clean-up efforts on 23 April 2004. Damage assessment TBD.

MCAS Iwakuni Environmental met with local Japanese authorities during the evening of 22 April 04 to deploy additional booms into the Iwakuni City Retention Pond. Exterior Sea Gates were closed by City Officials. An assessment conducted on the morning of 23 April 04 by MCAS Iwakuni Environmental showed no fuel by the new booms.

Assessment showed majority of the spill was contained at Dixon Pond located on MCAS Iwakuni. A

minor sheen was discovered at Pond A, located on MCAS Iwakuni, but was immediately cleaned and absorbent material was replaced. An additional boom was deployed as an extra precautionary measure to prevent fuel escaping from the new construction area into the inland sea. Spill is contained. Anticipate completing clean up today. MCAS Iwakuni is continuing to work with City Officials.

SPILL PREVENTION AND RESPONSE PLANNING

(b) Volume of Product Recovered:

(c) Name of Party(ies) Involved with the Cleanup Action: Station Environmental, Facilities Roads & Grounds, MALS-12.

5. Safety & Environment Impact:

(a) Protective Equipment/Clothes Needed During the Cleanup Action:

(b) Person(s) Injured from the Spill/Incident: None

(c) Measures Taken to Prevent Recurrence of the Spill/Incident:

(d) Severity and Geographic Area Affected by the Spill/Incident:

(i) Did Spill go off-base or impact the environment off-base:

6. Public Relations:

(a) Who Has Been Notified:

US side:

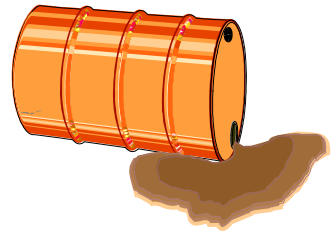
Japanese side (if any):

(b) Local Reaction and Press Coverage Involved (if any): PAO notified and local media is on site. [REDACTED]

[5 USC 552 (b)(3),(6); 10 USC 130b]

[5 USC 552 (b)(3),(6); 10 USC 130b]

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Today's Date: 22 Apr 04 (Started to record the events)

Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV personnel responding to scene? [REDACTED] [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? PMO Dispatcher. [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

reported the spill to PMO who contacted on call Environmental [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]
[REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Location of spill? (Include nearest bldg.#) B#746 via OWS# 76 and the storm water
canal system to Dixon Pond.

Date/Time spill occurred? 21 Apr 2004 / 19:00

Describe Substance/Material/Waste spilled? JP-5

Quantity spilled/released? 195 gallons (Circle One) Liquid Solid Gaseous

Spill Source? (Circle One) Aircraft Fueling-Ops Misc Drum Vehicle
Mercury-Mishap AST/UST

Number of persons injured? 0 Weather: Clear Temperature: 70 °F

What happened? * Ordnance personnel smelled fuel on his way to work and
saw sheen in the ditch at Pond "A". He contacted PMO at
approximately 0600 to report spill.

Did spill reach the canal, waterway, storm drain, or inland sea? Storm drain & Dixon Pond

Was the spill On or Off-Station? On Station

Was Fire Department notified? YES NO

Cleanup action taken. * [REDACTED] responded to the spill. I
contacted R&G to help us bring absorbent pads & rolls at 07:45. [5 USC 552 (b)(3),(6); 10 USC 130b]

Waited for workers to arrive at 08:00 to respond.

* Contacted Trouble Desk to close Sea Gate B. This gate is closed
all the time. Water flows through Ordnance area to the ocean but
there is no gate to close on that side.

* Contacted R&G at 09:10 to pump OWS's #70, 71, 72, 73, 74, 75, 76, 77 & 78.

* R&G don't have a pump truck available until 10:00.

* 09:25 [REDACTED] & [REDACTED] are on their way back to the scene with absorbent materials.
[5 USC 552 (b)(3),(6); 10 USC 130b] [5 USC 552 (b)(3),(6); 10 USC 130b]

* 09:25 UTD's pump truck is not operable.

* 09:45 [REDACTED] of UTD went to Hush House with a pump truck.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 10:35 Pumping up the fuel.

* 10:50 [REDACTED] identified the source of the spill.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 11:00 [REDACTED] contacted. OWS #105 at Crash Crew: 1-2" of JP-5
[5 USC 552 (b)(3),(6); 10 USC 130b]

* Booms have been deployed.

* 11:20 Used up Spill Bags. Contacting R&G for more bags and hooks.

* 11:25 [REDACTED] is bringing drums.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 11:50 [REDACTED] and others are back at Dixon Pond with bags and one hook.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 11:55 [REDACTED] said new booms are in place at the Dixon Pond discharge point.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 14:06 Requested [REDACTED] to request Iwakuni City to secure Sea Gates 1-4.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 15:20 Sheen is seen to be going out to the Sea Gates 3 & 4.

* 15:50 [REDACTED] is at the Sea Gate 4 with absorbent booms.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 17:20 Put absorbent pads and booms at the Sea Gate 3 & 4.

* 19:15 Starting to clear up.

* 19:30 [REDACTED] and [REDACTED] left office for the day.
[5 USC 552 (b)(3),(6); 10 USC 130b] [5 USC 552 (b)(3),(6); 10 USC 130b]

23 April 2004

* 09:30 [REDACTED] went to City Sea Gate 4. We deployed approximately 20 absorbent pads inside and outside the Sea Gate. Secured at 10:00 and returned to the Base.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 10:10 [REDACTED] cleaned up all debris from the Pond A discharge point. New boom was put in place. They will be returning to base after securing Recycling R&G personnel. (Quantity of debris:)
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 11:15 [REDACTED] is looking at Sea Gate 1-4 to determine what booms are
[5 USC 552 (b)(3),(6); 10 USC 130b]
needed to deploy when the City opened the Sea Gates.

* 11:15 [REDACTED] is coming back to the base.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 11:15 Boat House is will check the sea boom hourly until dark.
5 USC 552(b)(3), (6), 10 USC 130(b)

* [REDACTED] is on the way back to the base.

* 12:35 4 personnel from 7ENV went to Seagate 4 to meet Iwakuni City
personnel.

* 12:50 Arrived at Gate 4.

* 13:15 Absorbent material placed in canal on the west side of Gate
4.

* 13:35 Dispatched 5 R&G personnel to Gate 4.

* 13:40 Advised Boathouse that Seagate 3 & 4 will be opened at 14:30
and to monitor the same.

* 14:12 Dispatched 2 Recycling personnel to Seagate 4.

* 14:15 Boathouse reported boom OK and will continue to monitor the
same. No visible sheen at boom.

* 14:46 [REDACTED] reported boom still secure and
[5 USC 552 (b)(3),(6); 10 USC 130b]
functioning properly. No visible sheen at boom.

* 15:00 [REDACTED] reported boom OK. No visible sheen, no
[5 USC 552 (b)(3),(6); 10 USC 130b]
absorbent debris collecting at boom.

* 15:30 City Seagate #4 opened.

* 15:37 City Seagate #3 opened.

* 15:45 Boathouse called boom is OK, and no signs of fuel or spill
material debris.

* 15:46 Requested Conforming Storage [REDACTED] to pickup waste
[5 USC 552 (b)(3),(6); 10 USC 130b]
absorbent grum at Dixon Pond.

* 15:55 Gate 3 opened and flowing well. No evidence of sheen [REDACTED]
[5 USC 552 (b)(3),(6); 10 USC 130b]
[REDACTED].

[5 USC 552 (b)(3),(6); 10 USC 130b]

* 15:55 Gate 4 opened and starting to flow. Slight sheen [REDACTED]
[REDACTED].

[5 USC 552 (b)(3),(6); 10 USC 130b]

* 16:02 Advised [REDACTED] that gates 3 & 4 are
[5 USC 552 (b)(3),(6); 10 USC 130b]
open and some sheen is present.

* 16:20 Boathouse [REDACTED] reported no sheen at boom. Boom is OK.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 16:24 Channel 5 KRY arrived at Seagate [REDACTED]. Requested PAO be informed. (18:17 story air time)
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 16:27 Notified [REDACTED] that KRY TV is at the Seagate covering story. He requested KRY to be told that PAO will be happy to fill them in on the spill story. KRY departed before they could be informed. However, TYS TV was present and was informed.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 16:37 Yomiuri Newspaper (National) was notified to call [REDACTED].
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 17:00 Called USFJ to info [REDACTED] of updated situation, all OK.
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 17:00 Boathouse called water is clear, tide low, no sheen.

* 17:05 Contacted [REDACTED] and provided the update.

* 17:10 Chugoku Newspaper (regional) was notified to call [REDACTED].
[5 USC 552 (b)(3),(6); 10 USC 130b]

has a Japanese speaking person working [REDACTED].
[5 USC 552 (b)(3),(6); 10 USC 130b]

* 17:23 Echo 5 & 7 returned to base.

* 17:34 Echo 3 returned.

* 17:46 Echo 1 & [REDACTED] returned.
[5 USC 552 (b)(3),(6); 10 USC 130b]

26 April 2004

* 14:45 Environmental personnel have removed all the absorbent materials from the Seagate 1, 3, 4 and the pump house.

Action taken by responsible activity to prevent a reoccurrence? _____

NOTE: Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.

<i>This information shall be completed within regulatory reporting deadlines by the spill recorder.</i>	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			22 Apr 2004
Time Reported?			08:00
Person Confirming Report?			[REDACTED] <small>[5 USC 552 (b)(3),(6); 10 USC 130b]</small>

[5 USC 552 (b)(3),(6); 10 USC 130b]

[REDACTED] reported the spill to [REDACTED], [REDACTED]
[REDACTED] and [REDACTED].

[5 USC 552 (b)(3),(6); 10 USC 130b]

[5 USC 552 (b)(3),(6); 10 USC 130b]

[5 USC 552 (b)(3),(6); 10 USC 130b]

[5 USC 552 (b)(3),(6); 10 USC 130b]

OPREP-3 SIR 5-04A

From: MCAS IWAKUNI JP DMSv3
Sent: FRIDAY, APRIL 23, 2004 0900
To: CMC WASHINGTON DC(uc)
To: CMC WASHINGTON DC(uc)
Cc: COMMARFORPAC G1(uc); COMMARFORPAC G3(uc); COMMARFORPAC SJA(uc);
COMMARFORPAC PAO(uc); COMMARFORPAC SAFETY(uc); COMMARFORPAC(uc);
COMUSJAPAN YOKOTA AB JA(uc); OKINAWA AREA FLD OFC US FORCES JAPAN CP
BUTLER JA; CG III MEF(uc); CG III MEF G-3(uc); COMMARCORBASESJAPAN CP
BUTLER JP G-3(uc); COMMARCORBASESJAPAN CP BUTLER JP G-5(uc);
COMMARCORBASESJAPAN CP BUTLER JP(uc); COMMARCORBASESJAPAN CAMP BUTLER
JA; MAG-12; MALS-12; CG 1ST MAW(uc); H&HS (uc); MCAS IWAKUNI JP(uc)

Subject: OPREP-3 SIR 5-04A

Importance: High

DmdsDTGLabel: 230900Z APR 04
DmdsSecurityLabel: UNCLAS

UNCLAS//

MSGID/GENADMIN//

SUBJ/OPREP-3 SIR 5-04A//

FLAGWORD/SIR//

REF/A/DOC/MCO 5740.2/-//

REF/B/DOC/MCBJO P3480.6/-//

REF/C/DOC/OPREP-3 SIR 5-04/-//

NARR/REF A IS OPREP-3 SIR REPORTING ORDER/REF B IS MCBJ OPREP-3

REPORTING ORDER/REF C IS OPREP-3 SIR 5-04 DTG 221018Z APR 04//

RMKS/1. THIS IS A FOLLOW UP FOR THE JP-5 FUEL SPILL REPORTED IN REFERENCE C.

MCAS IWAKUNI ENVIRONMENTAL MET WITH LOCAL JAPANESE AUTHORITIES DURING THE EVENING OF 22 APRIL 04 TO DEPLOY ADDITIONAL BOOMS INTO THE IWAKUNI CITY RETENTION POND. EXTERIOR SEA GATES WERE CLOSED BY CITY OFFICIALS. AN ASSESSMENT CONDUCTED ON THE MORNING OF 23 APRIL 04 BY MCAS IWAKUNI ENVIRONMENTAL SHOWED NO FUEL BY THE NEW BOOMS.

ASSESSMENT SHOWED MAJORITY OF THE SPILL WAS CONTAINED AT DIXON POND LOCATED ON MCAS IWAKUNI. A MINOR SHEEN WAS DISCOVERED AT POND A, LOCATED ON MCAS IWAKUNI, BUT WAS IMMEDIATELY CLEANED AND ABSORBENT MATERIAL WAS REPLACED. AN ADDITIONAL BOOM WAS DEPLOYED AS AN EXTRA PRECAUTIONARY MEASURE TO PREVENT FUEL ESCAPING FROM THE NEW CONSTRUCTION AREA INTO THE INLAND SEA. SPILL IS CONTAINED. ANTICIPATE COMPLETING CLEAN UP TODAY. MCAS IWAKUNI IS CONTINUING TO WORK WITH CITY OFFICIALS.

2. POINT OF CONTACT IS [REDACTED]. //

[5 USC 552 (b)(3),(6); 10 USC 130b]

OPREP-3 SIR 5-04B

From: MCAS IWAKUNI JP DMSv3
Sent: SATURDAY, APRIL 24, 2004 1000
To: CMC WASHINGTON DC(uc)
To: CMC WASHINGTON DC(uc)
Cc: COMMARFORPAC G1(uc); COMMARFORPAC G3(uc); COMMARFORPAC SJA(uc);
COMMARFORPAC PAO(uc); COMMARFORPAC SAFETY(uc); COMMARFORPAC(uc);
COMUSJAPAN YOKOTA AB JA(uc); OKINAWA AREA FLD OFC US FORCES JAPAN CP
BUTLER JA; CG III MEF(uc); CG III MEF G-3(uc); COMMARCORBASESJAPAN CP
BUTLER JP G-3(uc); COMMARCORBASESJAPAN CP BUTLER JP G-5(uc);
COMMARCORBASESJAPAN CP BUTLER JP(uc); COMMARCORBASESJAPAN CAMP BUTLER
JA; MAG-12; MALS-12; CG 1ST MAW(uc); H&HS (uc); MCAS IWAKUNI JP(uc)

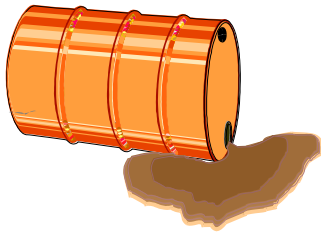
Subject: OPREP-3 SIR 5-04B

Importance: High

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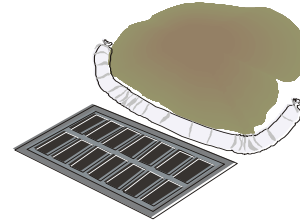
UNCLAS//
MSGID/GENADMIN//
SUBJ/OPREP-3 SIR 5-04B//
FLAGWORD/SIR//
REF/A/DOC/MCO 5740.2/-//
REF/B/DOC/MCBJO P3480.6/-//
REF/C/DOC/OPREP-3 SIR 5-04/-//
REF/D/DOC/OPREP-3 SIR 5-04A/-//
NARR/REF A IS OPREP-3 SIR REPORTING ORDER/REF B IS MCBJ OPREP-3
REPORTING ORDER/REF C IS OPREP-3 SIR 5-04 DTG 221018Z APR 04/REF D IS OPREP-3
SIR 5-04A DTG 230016 APR 04//
RMKS/1. THIS IS THE FINAL REPORT FOR THE JP-5 FUEL SPILL REPORTED IN REFERENCES C
AND D.
MCAS IWAKUNI MET WITH IWAKUNI CITY OFFICIALS ON THE AFTERNOON OF 23 APRIL 2004.
MCAS
IWAKUNI ENVIRONMENTAL DISCOVERED AND CLEANED A SMALL AMOUNT OF RESIDUAL FUEL OUTSIDE
OF
POND A IN THE CITY'S RETENTION POND. UPON COMPLETION OF THE CLEAN UP, IWAKUNI CITY
OFFICIALS OPENED SEAGATES 3 AND 4 AT LOW TIDE AND GATES 1 AND 2 AT A LATER TIME ON
23 APRIL 2004. ONLY CLEAN WATER WAS DISCHARGED. NO FUEL WAS RELEASED TO THE INLAND
SEA. ON THE MORNING OF 24 APRIL 2004, AN INSPECTION SHOWED NO REMAINING FUEL.
CLEAN
ABSORBENT MATERIAL WILL BE LEFT IN PLACE UNTIL 26 APRIL 2004 AS A FINAL
PRECAUTIONARY
MEASURE. SPILL CLEAN UP IS COMPLETE.
2. POINT OF CONTACT IS [REDACTED] . //

[5 USC 552 (b)(3),(6); 10 USC 130b]



SPILL REPORT

Environmental Division Marine Corps Air Station Iwakuni, Japan



Today's Date: 14 March 2006 Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

ENV personnel responding to scene: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Person reporting spill: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b] On-scene POC: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Date/Time spill occurred: 13 March 2006/2030 Responsible Activity/Unit: VMFA-314

Location of spill? (Include nearest bldg.#) North ramp near B-1310 Number of Injuries: 0

Describe Substance/Material/Waste spilled: JP-5 Fuel

Quantity spilled/released? 15 Gallon(s) Material state: Liquid

Spill source: Aircraft Weather: Cloudy & Breezy Temp: 32°F

Describe cause of spill. An F-18 was preparing to move from the staging area on the north ramp to the taxiway when the pilot over-throttled the engines causing the center drop tank to vent fuel onto the deck. The vent automatically sealed itself.

Environmental Contamination: None

Extent of spill: Contained On-Station

Fire Dept. notified? Yes

Environmental Div. notified? Yes

Cleanup action taken? The unit contained the spilled JP-5 on the hardstand and prevented runoff from reaching the stormdrains and soil. The unit used speedy dry to absorb the fuel. The speedy dry was swept up and placed into an approved container for disposal.

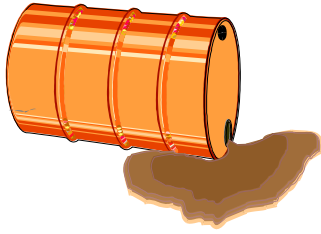
5 USC 552(b)(5)(1)

[REDACTED]
[REDACTED]

***This information shall be completed within
regulatory reporting deadlines by the spill
recorder.***

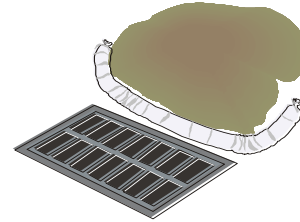
	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			14 March 2006
Time Reported?			0800
Person Confirming Report?			

Revised Feb. 2005



SPILL REPORT

Environmental Division Marine Corps Air Station Iwakuni, Japan



Today's Date: 14 Dec 05

Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

ENV personnel responding to scene: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Person reporting spill: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b] On-scene POC: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Date/Time spill occurred: 14 Dec 05/1315

Responsible Activity/Unit: MALS-12

Location of spill? (Include nearest bldg.#) 281-A

Number of Injuries: 0

Describe Substance/Material/Waste spilled: Fuel Oil

Quantity spilled/released? <5 Gallon(s)

Material state: Liquid

Spill source: Misc Aircraft preheater

Weather: Partly Cloudy & Breezy

Temp: 45°F

Describe cause of spill. An aircraft preheater was placed outside the hanger near a storm drain during use. A fuel line on the preheater failed and released fuel oil that entered the storm drain.

Environmental Contamination: Storm Drain

Extent of spill: Contained On-Station

Fire Dept. notified? Yes

Environmental Div. notified? Yes

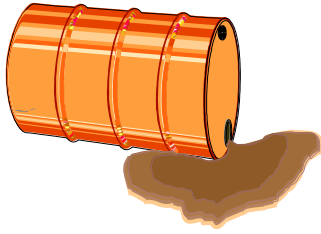
Cleanup action taken? Because the stormdrain trench was dry prior to the spill, adsorbent (speedy dry) was placed into the drain trench to soak up the free product and then it was removed. The fuel on the pavement was cleaned up using adsorbent pads and speedy dry.

Action taken by responsible activity to prevent a reoccurrence? The unit will request that a maintenance check be performed on the preheater prior to use.

This information shall be completed within regulatory reporting deadlines by the spill recorder.

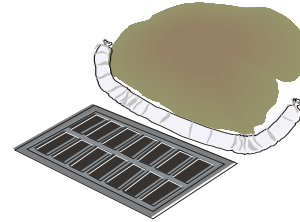
	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQM message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			14 Dec 05
Time Reported?			14:45
Person Confirming Report?			

Revised Feb. 2005



SPILL REPORT

Environmental Division Marine Corps Air Station Iwakuni, Japan



Today's Date: 19 Oct 05

Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

ENV personnel responding to scene: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Person reporting spill: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b] On-scene POC: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Date/Time spill occurred: 18 Oct 05/2345

Responsible Activity/Unit: VMFA-212

Location of spill? (Include nearest bldg.#) North Ramp near B-1310

Number of Injuries: 0

Describe Substance/Material/Waste spilled: JP-5 Fuel

Quantity spilled/released? 20 Gallon(s)

Material state: Liquid

Spill source: Aircraft

Weather: Sunny & Calm

Temp: 68°F

Describe cause of spill. During fueling operations the aircraft was overfilled and the aircraft's tank vented 20 gallons of JP-5 on to the concrete pavement.

Environmental Contamination: None

Extent of spill: Contained On-Station

Fire Dept. notified? Yes

Environmental Div. notified? Yes

Cleanup action taken? Unit personnel used absorbent pads and speedy-dry to contain and absorb the spilled fuel. The contaminated pads and speedy-dry were containerized and placed in the unit's Hazardous Waste accumulation point for disposal.

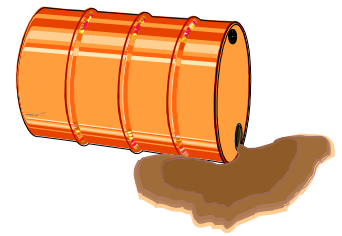
Action taken by responsible activity to prevent a reoccurrence? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b] will re-train fueling personnel on lessons learned and preventive measures to help prevent future re-occurrences.

This information shall be completed within regulatory reporting deadlines by the spill recorder.

	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQM message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			19 Oct 05
Time Reported?			0755
Person Confirming Report?			e-mail

Revised Feb. 2005

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Date: 040802 **Time call rec'd:** 10:45 **Recorded by:** [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV staff at scene? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? [REDACTED] **Activity:** VMFA 212 **Tel #:** [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Location of spill? (Reference Bldg.#) [REDACTED] Apron located in front of BLDG. 1510 [5 USC 552 (b)(3),(6); 10 USC 130b]

Date/time spill event occurred? 040802 / 10:45

Describe substance/material/waste spilled? JP-5 (Fuel)

Quantity spilled/released? Estimated 10 gal (Circle One) LIQUID Solid Gas

Spill Source? (Circle One) Aircraft FUELING-OPS Drum Vehicle Misc____
Mercury-mishap AST/UST

Number of persons injured? None **Weather:** Overcast/Raining **Temperature:** 75 °F

What happened? During fueling operations, the aircraft was filled to capacity, subsequently the aircraft vented fuel from the vertical stabilizers. Approximately 10 gal of fuel vented from the aircraft.

Did spill reach the canal, waterway, storm drain, or Inland Sea? No, the fuel was contained.

Did spill go off-station? No, the fuel was contained.

Was Fire Department notified? Yes **By whom?** [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Describe clean-up action: Personnel contained the spill by first pouring a barrier of dry sweep. Then, personnel used absorbent pads to soak up the contained fuel. A residual sheen was noticed moving down the apron and clean up personnel laid down absorbent pads to soak up the residual fuel. When all of the clean up material was picked up, the sweeper truck was dispatched to sweep the area.

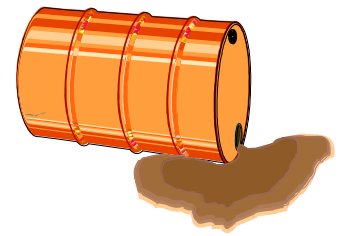
Action taken by responsible activity to prevent reoccurrence: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b] explained to his personnel about the proper refueling procedures to be followed in the future. Further instruction will be given to the appropriate personnel on refueling procedures.

NOTE: *Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.*

<i>This information shall be completed within regulatory reporting deadlines by the spill recorder.</i>	United States Forces Japan (USFJ written format per JEGS or phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or phone)	Facilities Officer
Date reported?			
Time reported?			
Person confirming report?			

Revised by: gsk 8/02/04

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Date: 27 Aug 2004 **Time call rec'd:** 17:20 **Recorded by:** [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV staff at scene? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? [REDACTED] **Activity:** VMFA 225 **Tel #:** [REDACTED]

Location of spill? (Reference Bldg.#) [5 USC 552 (b)(3),(6); 10 USC 130b] Active Runway

Date/time spill event occurred? 27 Aug 2004 / 15:44 (info provided by [REDACTED]) [5 USC 552 (b)(3),(6); 10 USC 130b]

Describe substance/material/waste spilled? JP-5

Quantity spilled/released? <1 liter (Circle One) Liquid Solid Gas

Spill Source? (Circle One) Aircraft Fueling-Ops Drum Vehicle Misc_____

Mercury-mishap AST/UST

Number of persons injured? 0 **Weather:** Cloudy **Temperature:** 85 °F 5 USC 552(b)(5)(1)

What happened? [REDACTED]
[REDACTED]. The aircraft skidded to a stop on the right wing fuel tank causing the tank to leak.

Did spill reach the canal, waterway, storm drain, or Inland Sea? No

Did spill go off-station? No

Was Fire Department notified? Crash crew was on scene **By whom?** Unk

Describe clean-up action: Absorb pads were used on contain and absorb the released JP-5.

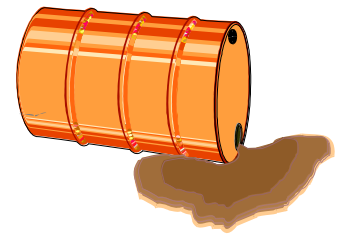
[REDACTED]
[REDACTED] 5 USC 552(b)(5)(1)

***NOTE:** Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.*

<i>This information shall be completed within regulatory reporting deadlines by the spill recorder.</i>	United States Forces Japan <small>(USFJ written format per JEGS or phone)</small>	Headquarters Marine Corps <small>(HQMC message format per P-5090.2A or phone)</small>	Facilities Officer
Date reported?			
Time reported?			
Person confirming report?			

Revised by: gsk 8/02/04

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Date: 30 Sep 2004 **Time call rec'd:** 10:25 **Recorded by:** [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV staff at scene? [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? [5 USC 552 (b)(3),(6); 10 USC 130b] **Activity:** CMD (POC [5 USC 552 (b)(3),(6); 10 USC 130b])
[5 USC 552 (b)(3),(6); 10 USC 130b] **Tel #:** 6195

[5 USC 552 (b)(3),(6); 10 USC 130b] **Location of spill? (Reference Bldg.#)** B-1645

Date/time spill event occurred? 30 Sep 2004/ 10:15 (info provided by [5 USC 552 (b)(3),(6); 10 USC 130b])

Describe substance/material/waste spilled? Hydraulic Oil

Quantity spilled/released? <1 gallon (*Circle One*) Liquid Solid Gas

Spill Source? (Circle One) Aircraft Fueling-Ops Drum Vehicle Misc_Forklift_ Mercury-mishap AST/UST

Number of persons injured? 0 **Weather:** Clear **Temperature:** 75 °F

What happened? A forklift's hydraulic system hose failed. Hydraulic oil was leaked all around the asphalt loading lot while the forklift was in operation. The forklift was shutdown and transported to GME for repairs. No hydraulic oil entered the storm drain.

Did spill reach the canal, waterway, storm drain, or Inland Sea? No

Did spill go off-station? No

Was Fire Department notified? Yes **By whom?** Unk

Describe clean-up action: The unit contained and cleaned up the spilled hydraulic oil using clay absorbent clay (speedy dry) and pads.

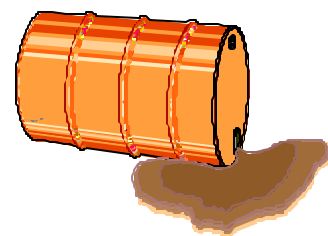
Action taken by responsible activity to prevent reoccurrence: [5 USC 552 (b)(3),(6); 10 USC 130b] enlightened the operator on how he (the operator) could improve on his performance.

***NOTE:** Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.*

<i>This information shall be completed within regulatory reporting deadlines by the spill recorder.</i>	United States Forces Japan (USFJ written format per JEGS or phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or phone)	Facilities Officer
Date reported?			30 Sep 04
Time reported?			1235
Person confirming report?			

Revised by: gsk 8/02/04

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Today's Date: 19 Mar 03 Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV personnel responding to scene? [REDACTED]

Name of person reporting spill? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

[REDACTED]: on scene POC)

Location of spill? (Include nearest bldg.#) [REDACTED] "Back Line" South of Bldg. #744

Date/Time spill occurred? 19 Mar 03 / 14:45

Describe Substance/Material/Waste spilled? JP-5

Quantity spilled/released? 35 gals. (Circle One) Liquid Solid Gaseous

Spill Source? (Circle One) Aircraft Fueling-Ops Misc Drum Vehicle

Mercury-Mishap AST/UST

Number of persons injured? None Weather: Partly cloudy Temperature: 60 °F

What happened? C-130 fuselage tank overflowed during testing of in flight refueling manifold.

Did spill reach the canal, waterway, storm drain, or inland sea? No.

Was the spill On or Off-Station? On Station

Was Fire Department notified? YES NO

Cleanup action taken. Speedy dry and absorbent pads were used to contain spill. Materials were placed in drums.

[REDACTED]

[REDACTED]

5 USC 552(b)(5)(1)

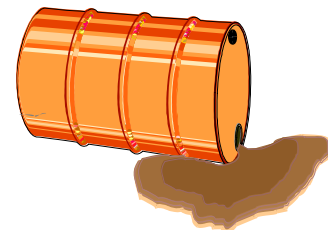
NOTE: Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.

This information shall be completed within regulatory reporting deadlines by the spill recorder.

	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?	N/A	N/A	19 Mar 03
Time Reported?	N/A	N/A	15:15
Person Confirming Report?	N/A	N/A	[REDACTED]

[5 USC 552 (b)(3),(6); 10 USC 130b]

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Today's Date: 21 October 2003 Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV personnel responding to scene? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Location of spill? (Include nearest bldg.#) B-1301, VMFA 224

Date/Time spill occurred? 21 Oct / 0820

Describe Substance/Material/Waste spilled? JP-5

Quantity spilled/released? 25 gallons (Circle One) Liquid Solid Gaseous

Spill Source? (Circle One) Aircraft Fueling-Ops Misc Drum Vehicle

Mercury-Mishap AST/UST

Number of persons injured? 0 Weather: Overcast Temperature: 68 °F

What happened? The spill occurred when the operator removed the cap from a full F-18 drop tank to begin defueling operations. The operator failed to use a drip pan as a precautionary measure that resulted in the fuel spilling onto the apron. The defueler truck also was experiencing operational problems that contributed to the duration of the spill and the quantity of fuel released.

Did spill reach the canal, waterway, storm drain, or inland sea? NO

Was the spill On or Off-Station? NO

Was Fire Department notified? YES NO

Cleanup action taken. The ground crew contained and cleaned up the spilled fuel with speedy dry absorbent.

Action taken by responsible activity to prevent a recurrence? _____

NOTE: Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.

This information shall be completed within regulatory reporting deadlines by the spill recorder.

	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			21 Oct 2003
Time Reported?			10:05
Person Confirming Report?			

TABLE 18-2 USFJ SPILL REPORT

1. This table provides minimum information which shall be contained in a spill report to USFJ.
 2. IAW Japan Environmental Governing Standard (JEGS), all known or suspected pollution incidents which meet or exceed the reportable quantity as described in Chapter 18 or any spill that goes off-base, Service component shall report to the USFJ within 4 hours after completing the spill report, notify, in turn, either:
 - USFJ/J42E at [5 USC 552 (b)(3),(6); 10 USC 130b] (Voice) / [5 USC 552 (b)(3),(6); 10 USC 130b] (Fax); or,
 - Command Center (24-hour [5 USC 552 (b)(3),(6); 10 USC 130b] [5 USC 552 (b)(3),(6); 10 USC 130b] Unclas fax [5 USC 552 (b)(3),(6); 10 USC 130b]
- (* Have Command Center notify J3 and continue to attempt to contact J42E, DJ4 or J4)

1. Reporter's Information

Reporter's Name: [5 USC 552 (b)(3),(6); 10 USC 130b] Rank: [5 USC 552 (b)(3),(6); 10 USC 130b]

Organization: MCAS IWAKUNI FACILITIES DEPARTMENT

Telephone: [5 USC 552 (b)(3),(6); 10 USC 130b] Fax: [5 USC 552 (b)(3),(6); 10 USC 130b]

2. Date and Time of Report:

(a) Date: 06 FEB 03	(b) Time: 14:30
------------------------	--------------------

3. Spill/Incident Data:

(a) Date: 04 FEB 03	(b) Time: 12:30
(c) Weather Condition: Clear	(d) Location: Setouchi Sea
(e) Name of Materials Spilled/Involved: Mogas	(f) Total Volume of Spill: 3 gallons
(h) Brief Description of Spill/Incident: Boston Whaler (small craft) over turned in the Setouchi Sea, during patrol. Boat was towed into the Air Station port. It was then surrounded with containment booms and uprighted by Harbor Operation personnel.	
(i) Name of Party(ies) Involved with the Spill/Incident: Harbor Operations Department	

4. Countermeasure Data:

(a) Countermeasures Action Taken to Contain/Cleanup the Spill/Incident:
Absorbent booms and pads were used to remove the POL from the water within the containment booms.

(b) Volume of Product Recovered: 90%		
(b) Name of Party(ies) Involved with the Cleanup Action: Harbor Operation Department		
5. Safety & Environmental Impact		
(a) Protective Equipment/Clothes Needed During the Cleanup Action: Rubber gloves and goggles		
(b) Person(s) Injured from the Spill/Incidents: None		
(c) Measures Taken to Prevent Recurrence of the Spill/Incident: Operators of small vessels will receive additional "boat handlers" training.		
(d) Severity and Geographic Area Affected by the Spill/Incident: None		
(e) Did Spill go off-base or impact the environment off-base? Yes No If yes, please explain: The POL spill occurred in an off-base inland sea.		
6. Public Relations:		
(a) Who Has Been Notified: US side: Station PAO Japanese side (if any): None		
(b) Local Reaction and Press Coverage Involved (if any): None		

FM: MCAS IWAKUNI//OOCO//

TO: CMC WASHINGTON DC//LFL//

INFO: COMMARCORBASESPAC CAMP H M SMITH HI//FEO//
COMUSJAPAN YOKOTA AB JA//J42//
COMMARCORBASESJAPAN CAMP BUTLER JA//FEO//
COMNAVFORJAPAN YOKOSUKA JA//NOIE//
PACNAVFACENGCOM PEARL HARBOR HI//18//
NFESC PORT HUENEME CA//ESC//

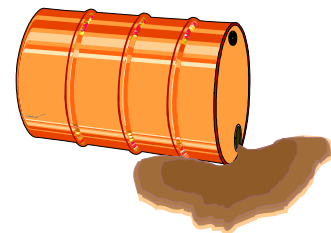
UNCLAS //N05090//

SUBJ: OHS SPILL REPORT, REPORT SYMBOL DD-5090-10

PASSING INSTRUCTIONS: THE ENVIRONMENTAL PROGRAM OFFICE AT CMC
FOR LFL

1. DATE AND TIME SPILL OCCURRED: 04 FEB 03, 1230
2. ACTIVITY ORIGINATING SPILL: MCAS IWAKUNI; UIC M62613
3. SOURCE: SMALL BOAT
4. LOCATION: SETOUCHI INLAND SEA
5. AMOUNT (GALLONS): 3
6. TYPE: MOGAS
7. CONTAINER FROM WHICH RELEASE OCCURRED: BOAT FUEL TANK
8. SAMPLES TAKEN: NO.
9. CAUSE OF RELEASE: BOAT OVERTURNED WHILE ON ROUTINE PATROL
10. RELEASE SCENE DESCRIPTION: OPEN OCEAN AND HARBOR AT MCAS IWAKUNI, BARELY VISIBLE SHEEN
11. ACTION TAKEN/PLANNED: BOAT WAS TOWED BACK TO MCAS IWAKUNI, SURROUNDED BY CONTAINMENT BOOM AND UPRIGHTED. USED ABSORBENT BOOM AND PADS TO CLEAN UP SPILLED FUEL
12. ON-SCENE WEATHER/WIND: CLEAR/SOUTHEAST 3KTS
13. AREAS THREATENED OR DAMAGED: NONE
14. POTENTIAL DANGERS: NONE
15. NOTIFICATIONS MADE: USFJ, MARCORBASESJAPAN
16. TELEPHONIC REPORT TO NRC WAS NOT MADE
17. POC FOR REPORT: [5 USC 552 (b)(3),(6); 10 USC 1305] MCAS IWAKUNI/7ENV (DSN [5 USC 552 (b)(3),(6); 10 USC 130b])
(COMM [5 USC 552 (b)(3),(6); 10 USC 130b])
18. ASSISTANCE REQUIRED/COMMENTS: NONE

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Today's Date: 7/25/03 Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV personnel responding to scene? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? [REDACTED]; [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Location of spill? (Include nearest bldg.#) [REDACTED] North Hardstand, near B-1310 [5 USC 552 (b)(3),(6); 10 USC 130b]

Date/Time spill occurred? 2/24/03 / 20:00 second occurrence (first occurrence @ 10:10)

Describe Substance/Material/Waste spilled? JP-5

Quantity spilled/released? 15 gallon (Circle One) Liquid Solid Gaseous

Spill Source? (Circle One) Aircraft Fueling-Ops Misc Drum Vehicle
Mercury-Mishap AST/UST

Number of persons injured? None Weather: Overcast Temperature: 80 °F

What happened? The re-fuel shut-off valve failed during refueling an F-18 (NOTE: This was the **second occurrence** in one day involving the **same aircraft**. The first occurrence was at 10:10)

Did spill reach the canal, waterway, storm drain, or inland sea? [REDACTED] [5 USC 552(b)(5)(1)]

Was the spill On or Off-Station? On-Station

Was Fire Department notified? YES NO Crash Crew Responded

Cleanup action taken? Speedy dry was used to contain and absorb the spill, the contaminated absorbent was swept up and placed into a drum for disposal.

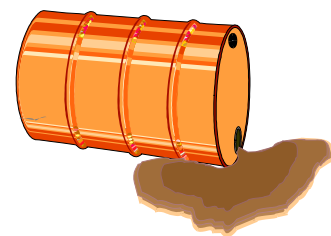
Action taken by responsible activity to prevent a reoccurrence? Per [REDACTED] the aircraft will be repaired to prevent another occurrence. [5 USC 552 (b)(3),(6); 10 USC 130b]

NOTE: Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.

This information shall be completed within regulatory reporting deadlines by the spill recorder.

	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			7/25/03
Time Reported?			08:00
Person Confirming Report?			

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Today's Date: **3 Feb 2005**

Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV personnel responding to scene? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? On-scene POC – [REDACTED]

Location of spill? (Include nearest bldg.#) **291A** [5 USC 552 (b)(3),(6); 10 USC 130b]

Date/Time spill occurred? **2 Feb 05/2230**

Describe Substance/Material/Waste spilled? **Hydraulic Oil**

Quantity spilled/released? 8 gallons (estimate) (Circle One) **Liquid** Solid Gaseous

Spill Source? (Circle One) **Aircraft** Fueling-Ops Misc Drum Vehicle

Mercury-Mishap AST/UST

Number of persons injured? **0** Weather: **Clear** Temperature: **45°F**

What happened? **Spill was caused by HMH 363 personnel because the supply hose from a hydraulic recharging unit to the aircraft was not properly connected. During the recharging cycle, hydraulic oil leaked from the supply line and onto the pavement. Because of the darkness, the leak was not detected in time to prevent the spill.**

Did spill reach the canal, waterway, storm drain, or inland sea? **No**

Was the spill On or Off-Station? **On**

Was Fire Department notified? YES **NO** **PMO was notified via 911 and responded to the seen. The Fire Dept. didn't respond.**

Cleanup action taken. **The copter crew contained and cleaned up the spill with speedy dry. The contaminated speedy was containerized for disposal.**

Action taken by responsible activity to prevent a reoccurrence? [REDACTED]

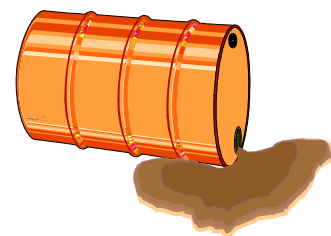
[REDACTED]

[REDACTED] 5 USC 552(b)(5)(1)

NOTE: Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.

<i>This information shall be completed within regulatory reporting deadlines by the spill recorder.</i>	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			3 Feb 2005
Time Reported?			0805
Person Confirming Report?			e-mail

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Today's Date: 16 April 2004 Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV personnel responding to scene? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? On-scene POC - [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Location of spill? (Include nearest bldg.#) 291A

Date/Time spill occurred? 15 April 2004/1105

Describe Substance/Material/Waste spilled? JP-5

Quantity spilled/released? 10 gallons (Circle One) Liquid Solid Gaseous

Spill Source? (Circle One) Aircraft Fueling-Ops Misc Drum Vehicle

Mercury-Mishap AST/UST

Number of persons injured? 0 Weather: Clear Temperature: 70°F

What happened? Fuel lines were not reconnected following fuel system maintenance. When the system was started fuel was discharged onto the pavement.

Did spill reach the canal, waterway, storm drain, or inland sea? No

Was the spill On or Off-Station? On

Was Fire Department notified? YES NO

Cleanup action taken. The copter crew contained and cleaned up the spill with speedy dry. The contaminated speedy was containerized for disposal.

Action taken by responsible activity to prevent a reoccurrence? [REDACTED]

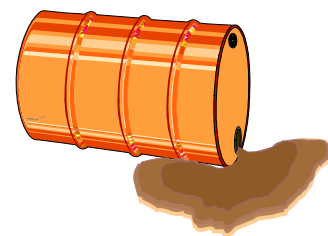
[REDACTED] 5 USC 552(b)(5)(1)

NOTE: Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.

***This information shall be
completed within
regulatory reporting
deadlines by the spill
recorder.***

	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			
Time Reported?			
Person Confirming Report?			

**Environmental Division
Marine Corps Air Station
Iwakuni, Japan**



Today's Date: 16 April 2004 Recorded By: [REDACTED]

7ENV personnel responding to scene? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? [REDACTED]

Location of spill? (Include nearest bldg.#) 291A [5 USC 552 (b)(3),(6); 10 USC 130b]

Date/Time spill occurred? 15 April 2004/1400

Describe Substance/Material/Waste spilled? JP-5

Quantity spilled/released? 15 gallons (Circle One) Liquid Solid Gaseous

Spill Source? (Circle One) Aircraft Fueling-Ops Misc Drum Vehicle
Mercury-Mishap AST/UST

Number of persons injured? 0 Weather: Clear Temperature: 73°F

What happened? The fuel dump valve malfunctioned during electrical system power up. When the system was started fuel was discharged onto the pavement.

Did spill reach the canal, waterway, storm drain, or inland sea? No

Was the spill On or Off-Station? On

Was Fire Department notified? YES NO

Cleanup action taken. The copter crew contained and cleaned up the spill with speedy dry. The contaminated speedy was containerized for disposal.

Action taken by responsible activity to prevent a reoccurrence? [REDACTED]

[REDACTED]

5 USC 552(b)(5)(1)

5 USC 552(b)(5)(1)

NOTE: Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.

***This information shall be
completed within
regulatory reporting
deadlines by the spill
recorder.***

	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			
Time Reported?			
Person Confirming Report?			

FM: MCAS IWAKUNI//OOCO//

TO: CMC WASHINGTON DC//LFL//

INFO: COMMARCORBASESPAC CAMP H M SMITH HI//FEO//
COMUSJAPAN YOKOTA AB JA//J42//
COMMARCORBASESJAPAN CAMP BUTLER JA//FEO//
PACNAVFACENGCOM PEARL HARBOR HI//18//
NFESC PORT HUENEME CA//ESC//

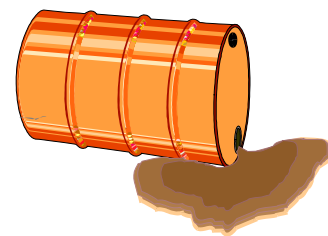
UNCLAS //N05090//

SUBJ: OHS SPILL REPORT, REPORT SYMBOL DD-5090-10

PASSING INSTRUCTIONS: THE ENVIRONMENTAL PROGRAM OFFICE AT CMC
FOR LFL

1. DATE AND TIME SPILL OCCURRED: 21 APRIL 2004 19:00
2. SOURCE: T-10 ENGINE TEST CELL
3. LOCATION: FROM BUILDING 746 VIA OIL/WATER SEPARATOR (OWS) #76 AND THE STORM WATER CANAL SYSTEM TO DIXON POND.
4. AMOUNT (GALLONS): 240 GALLONS SPILLED, 55 WERE CONTAINED IN OWS #76 & 195 GALLONS ENTERED THE STORM DRAIN SYSTEM.
5. TYPE: JP-5
6. SAMPLES TAKEN: NO
7. SLICK DESCRIPTION: MODERATE
8. ACTION TAKEN/PLANNED: THE SPILL WAS CONTAINED ON STATION BY SECURING THE DIXON POND AND MAGAZINE POND A SEAGATES. MOST OF THE FUEL WAS CLEANED UP USING ABSORBENT PADS, BOOMS AND VACUUM TANKER TRUCKS. THE SEAGATES WILL REMAIN SECURED UNTIL ANY REMAINING RESIDUAL FUEL DISIPATES BY EVAPORATION.
9. ON-SCENE WEATHER/WIND: CLEAR/WIND SOUTHWEST AT 2 KTS
10. OIL SLICK MOVEMENT (SPEED/DIRECTION): NONE
11. AREAS THREATENED OR DAMAGED: NONE
12. POTENTIAL DANGERS: NONE
13. CAUSE OF SPILL: DURING A CORRELATION RUN ON THE F404 ENGINE AN ADDITIONAL FUEL LINE WAS ADDED BY THE CORRELATION TEAM TO READ PRESSURE. THE ADDITIONAL FUEL LINE LEAKED FUEL THAT DRAINED DIRECTLY IN THE CATCH DRAIN LOCATED ON THE SIDE OF THE T-10 TEST CELL. THE FUEL VOLUME OVERLOADED THE OWS AND ENTERED THE STORM WATER DRAIN SYSTEM.
14. PARTIES PERFORMING SPILL REMOVAL: MCAS IWAKUNI
15. ASSISTANCE REQUIRED/GENERAL DISCUSSION: NONE
16. TELEPHONIC REPORT TO NRC WAS NOT MADE.

Environmental Division
Marine Corps Air Station
Iwakuni, Japan



Today's Date: 7 January 2004 Recorded By: [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

7ENV personnel responding to scene? [REDACTED] [5 USC 552 (b)(3),(6); 10 USC 130b]

Name of person reporting spill? No one from VMFA 224 reported the spills

Location of spill? (Include nearest bldg.#) North Ramp @ B-1310

Date/Time spill occurred? unknown / unknown

Describe Substance/Material/Waste spilled? JP-5

Quantity spilled/released? spills totaled approx. 10 gallons (Circle One) Liquid Solid
Gaseous

Spill Source? (Circle One) Aircraft Fueling-Ops Misc Drum Vehicle

Mercury-Mishap AST/UST

Number of persons injured? 0 Weather: Clear Temperature: 55 °F

[5 USC 552 (b)(3),(6); 10 USC 130b]

What happened? While in the area inspecting oil/water separators [REDACTED] noticed that four F-18s had vented fuel onto the deck. This was probably due to fuel expansion after the aircraft were topped off. No drip pans were in place, no one had attempted to contain or control the spills or report the spills. I notified personnel in B-1301 and [REDACTED] of the spill.

[5 USC 552 (b)(3),(6); 10 USC 130b]

Did spill reach the canal, waterway, storm drain, or inland sea? No

Was the spill On or Off-Station? On

Was Fire Department notified? YES (NO)

5 USC 552(b)(5)(1)

Cleanup action taken. [REDACTED]

5 USC
552(b)(5)(1)

5 USC 552(b)(5)(1)

5 USC 552(b)(5)(1)

5 USC 552(b)(5)(1)

NOTE: Ensure all spills (other than operational spills) are called-in immediately to the MCAS Fire Department.

This information shall be completed within regulatory reporting deadlines by the spill recorder.

	United States Forces Japan (USFJ written format per JEGS or Phone)	Headquarters Marine Corps (HQMC message format per P-5090.2A or Phone)	Facilities Officer
Date Reported?			
Time Reported?			
Person Confirming Report?			